WHAT IS CLAIMED IS:

1. A watercraft comprising a hull defining an engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising a plenum chamber, a blow-by gas ventilation system for allowing blow-by gasses to move along a ventilation flow path from the crankcase to the plenum chamber, the blow-by gas ventilation system comprising an oil separation chamber positioned within the plenum chamber, wherein the ventilation flow path passes through the oil separation chamber.

2. The watercraft of Claim 1, the oil separation chamber additionally comprising an inlet communicating with at least the crankcase and an outlet communicating with the plenum chamber, wherein the inlet is offset from the outlet.

3. The watercraft of Claim 2, wherein the inlet is positioned rearward of the outlet along a longitudinal axis of the watercraft.

4. The watercraft of Claim 1, additionally comprising an air intake box at least partially defining the plenum chamber, the air intake box additionally defining a portion of the oil separation chamber.

5. The watercraft of Claim 1, wherein the induction system comprises an induction guide arrangement at least partially defining an intake passage, an opening communicating with the intake passage, a ventilation passage connecting the outlet and the opening.

6. The watercraft of Claim 5, wherein the induction guide arrangement comprises at least one throttle body and an inlet duct connected to the at least one throttle body, the opening communicating directly with the inlet duct.

7. A watercraft comprising a hull defining an engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction

system comprising a plenum chamber and a throttle body defining an intake port, a fuel delivery system for delivering fuel to the combustion chamber, the fuel delivery system comprising a fuel injector communicating with the intake port, a blow-by gas ventilation system for allowing blow-by gasses to move along a ventilation flow path from the crankcase to the plenum chamber, the blow-by gas ventilation system comprising an oil separation chamber positioned within the plenum chamber, wherein the ventilation flow path passes through the oil separation chamber.

8. The watercraft of Claim 7, the oil separation chamber additionally comprising an inlet communicating with at least the crankcase and an outlet communicating with the plenum chamber, wherein the inlet is offset from the outlet.

9. The watercraft of Claim 8, wherein the inlet is positioned rearward of the outlet along a longitudinal axis of the watercraft.

10. The watercraft of Claim 7, additionally comprising an air intake box at least partially defining the plenum chamber, the air intake box additionally defining a portion of the oil separation chamber.

11. The watercraft of Claim 7, wherein the induction system comprises an induction guide arrangement at least partially defining an intake passage, an opening communicating with the intake passage, a ventilation passage connecting the outlet and the opening.

12. The watercraft of Claim 11, wherein the induction guide arrangement comprises at least one throttle body and an inlet duct connected to the at least one throttle body, the opening communicating directly with the inlet duct.

13. A watercraft comprising a hull defining an engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising at least one throttle body having a throttle valve and an inlet duct connected to the at least one throttle body, the throttle body and inlet duct at least partially defining an intake passage, a blow-by gas ventilation system comprising an inlet communicating with the crankcase, an outlet communicating with the intake passage upstream of the throttle valve and a ventilation passage connecting the inlet and the outlet.

14. The watercraft of Claim 13, wherein the outlet directly communicates with the inlet duct.

15. The watercraft of Claim 13, wherein the induction system additionally comprises an air filter element, the outlet being disposed on a side of the intake passage opposite the air filter element.

16. The watercraft of Claim 13, wherein the induction system additionally comprises a plenum chamber, the at least one throttle body being disposed within the plenum chamber.

17. The watercraft of Claim 13, wherein the lubrication system additionally comprises a lubricant reservoir, a second inlet communicating with the reservoir and wherein the ventilation passage comprises a first portion and a second portion, the first portion of the ventilation passage connecting the inlet to the outlet of the intake passage and the second portion of the ventilation passage connecting the second inlet to the first portion of the ventilation passage.

18. The watercraft of Claim 17, wherein the engine additionally comprises a cylinder head assembly, an overflow passage connecting the cylinder head of the engine to the reservoir.

19. The watercraft of Claim 13, additionally comprising an oil separation chamber in communication with the ventilation passage and disposed intermediate the inlet and the outlet.

20. The watercraft of Claim 19, wherein the induction system additionally comprises a plenum chamber, the oil separation chamber being disposed within the plenum chamber.

21. A watercraft comprising a hull defining an engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising a plenum chamber, a blow-by gas ventilation system for allowing blow-by gasses to move along a ventilation flow path from the crankcase to the plenum chamber, means for separating lubricating oil from the blow-by gas, the means being positioned within the plenum chamber.

22. A watercraft comprising a hull defining an engine compartment, an internal combustion engine disposed in the engine compartment, a propulsion device driven by the engine, the engine having an engine body defining a crankcase and at least one combustion chamber therein, a lubrication system for supplying lubricant to at least the crankcase of the engine, an induction system configured to guide air along an induction airflow path to the combustion chamber for combustion therein, the induction system comprising a plenum chamber, an air filter element and at least one throttle body, the air filter element being positioned upstream from the at least one throttle body, a blow-by gas ventilation system for allowing blow-by gasses to move along a ventilation flow path from the crankcase to the plenum chamber, the blow-by gas ventilation system comprising an oil separation chamber, the air filter element, the at least one throttle body and the oil separation chamber being disposed within the plenum chamber, the at least one throttle body being positioned between the air filter element and the oil separation chamber.

23. The watercraft of Claim 22, wherein the air filter element and the oil separation chamber are disposed on opposing lateral sides of the plenum chamber.